Approved For Release 2005 17: CIA-RDP76B00952R0001000600 Con + al prepared These when it appeared. planning striks. At looks academic Approved For Release 2005/02/17 : CIA-RDP76B00952R00010006001 Next 1 Page(s) In Document Exempt

BPAM has recently reviewed the Agency's air support activities and finds them lacking in several respects. While there is a so-called "Five-Year Concept" for Agency air operations which calls for major dependence on deniable civilian air proprietary mechanisms, there is no visible Agency plan to bring this about. We find no blueprint for aircraft numbers or types required to do the Agency's air support job, no criteria for standardization and modernization of the fleet, no estimate of area priority requirements, and no firm manpower, dollar or time-schedule projections for accomplishing the still undefined concrete objectives of the Five-Year Concept. There are serious questions as to the current adequacy of the mix of operational requirements and existing or planned proprietary mechanisms. There are serious gaps of coordination and communication among our air components. While there is a DD/P Air Officer and an ExComAir policy board, there is no single manager responsible for directing Agency conventional air operations. Efficiency and economy demand that there be someone in charge.

Such a basic management tool as a composite aircraft inventory was lacking until BPAM established one in the course of its review. Inequities exist in the flying hour rates charged the Agency by the Air Force for support of Agency-owned aircraft. There is unevenness in contracting. For example, recently cabled that it can use the vastly superior C-130 aircraft at a monthly cost of \$30,000 for services we have previously been paying \$60,000 for in the less efficient C-46.

In short, Agency air support needs organization and management; and it needs it now.